

# Mali - Bamako-Senou Airport Improvement

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# Overview

## Identification

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**COUNTRY**

Mali

**EVALUATION TITLE**

Bamako-Senou Airport Improvement

**EVALUATION TYPE**

Independent Evaluation

**ID NUMBER**

DDI-MCC-MLI-AIRPORT-2018-v1

## Version

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**VERSION DESCRIPTION**

- v01: Edited, anonymous dataset for public distribution.

## Overview

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**ABSTRACT**

This Program Logic and Evaluability Assessment sought to answer the following questions:

1. Was the rationale for the investment justified?
2. Were the objectives well defined in the program logic and documentation?
3. What could have been better executed?

The evaluation team responded to the evaluation questions with the following:

1. The rationale for making the airport investment was reasonably well formulated. The problem was clearly identified in the Compact documents. A deficient airport in the capital of a landlocked country acts as a severe bottleneck for development and economic growth. The nature of the bottlenecks and constraints to growth had already been identified by previous government and World Bank documents. The justification for these types of projects is based on the hindrances and constraints that a badly functioning airport causes in a land-locked country with the characteristics of Mali. Such a project is due to yield better results on poverty reduction and economic growth the more the transport sector is integrated with other sectors which possess a more direct link to private sector development and job creation. These linkages between the productive sector and the transport sector were at the heart of the Compact, through the IP Project and the Alatona Irrigation Project.

However, the justification for the investments could have been made with greater accuracy (and thus some of the issues pointed out at a later stage could have been identified and solved earlier on). A constraints analysis was not conducted, which is a tool MCC now implements as part of the earlier stages of Compact design. The Airport Project made strong assumptions, while others were implicitly underrated, which were too often too optimistic (e.g. the case of assuming political stability).

2. The Airport Project objectives were well defined given the defined program logic of intended impacts; but the logical framework was overly ambitious and extended the impact pathways too far, especially given that the IP project was removed, weakening the overall Compact ability to impact poverty. It was already acknowledged by the evidence back then, and by the Project documents, that the poverty impact of the Airport Project was somewhat far-fetched within the established period, since the basic driver (increased volume of aviation activity) will only be felt several years later, due to the inherently gradual nature of air traffic growth. Moreover, the Program logic was not very structured, in terms of clearly showing how the different activities connected to results at different levels (outputs, outcomes and impacts). The ToC was thus not sufficiently well integrated across the stream of results and was overly ambitious, leapfrogging from low-level activities and outputs to very high-level impacts of economic growth and poverty creation.

3. The risk analysis was weak. It did not sufficiently take into account existing risks, nor proposed adequate mitigation measures.

There was also little focus on sustainability issues, and the way assumptions, risks and mitigation strategies were formulated also illustrates this. Risks and assumptions were thus not clearly defined, along with potential risk mitigation strategies.

Traffic projections are considered excessively optimistic. According to the available information at the time, it was already known that internally (for most residents at least), response of demand to variations in price was limited, due to the lack of purchasing power and the high concentration of wealth in the country. Known elasticities were very low, indicating that in Mali a demand response to price was not very elastic (as tourism demand also depends on other factors such as the quality of local airports, road and tourism services), so traffic projections (which came from the Tourism Authority) could have been calibrated to account for a more cautious scenario.

## EVALUATION METHODOLOGY

Other (Performance Evaluation)

## UNITS OF ANALYSIS

Desk Review

## KIND OF DATA

Other

## TOPICS

Topic	Vocabulary	URI
Transportation	MCC Sector	

## KEYWORDS

Transportation, Airport, Mali, Bamako-Senou, Airside improvements, landside improvements, air freight

## Coverage

### GEOGRAPHIC COVERAGE

The intervention only covered the Bamako-Senou Airport

## UNIVERSE

This "evaluation" was only a desk review and evaluability assessment of the project.

## Producers and Sponsors

### PRIMARY INVESTIGATOR(S)

Name	Affiliation
IOS Partners	

### FUNDING

Name	Abbreviation	Role
Millennium Challenge Corporation	MCC	

## Metadata Production

### METADATA PRODUCED BY

Name	Abbreviation	Affiliation	Role
Millennium Challenge Corporation	MCC		Review of Metadata

### DATE OF METADATA PRODUCTION

2019-04-01

**DDI DOCUMENT ID**

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## MCC Compact and Program

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**COMPACT OR THRESHOLD**

Mali Compact I

**PROGRAM**

The Mali Compact's Goal was "to reduce poverty through economic growth in Mali by increasing production and productivity of agriculture and small and medium-sized enterprises, as well as expanding Mali's access to markets and trade"<sup>1</sup>. The Mali Compact included two key infrastructure investments on two of Mali's major assets: the Bamako-Sénou International Airport for market access and the Niger River for irrigated agriculture. Given the relationship between access to markets and economic growth, MCC sought to improve Mali's transport sector through improvements made to its main airport in Bamako, as well as better management of its air transport system. The Bamako-Sénou Airport improvements in safety and quality were expected to remove constraints on its efficiency and handling capacity, thereby enabling a significant increase in Malian exports, stimulating new tourism development, and creating new jobs and businesses to service increased cargo and passenger traffic, thus contributing to the overall stated goals of economic growth and poverty reduction. Increased agricultural productivity, when combined with an increased access of the country to markets and trade, would serve as a catalyst for sustainable economic growth and poverty reduction.

**MCC SECTOR**

Transport (Trans)

**PROGRAM LOGIC**

The Landside and Airside activities, along with institutional support to airport management were designed to have multiple and complicated effects. At the root of those effects would be an increase in the number in flights through the airport, the primary output of the activities. Knock-on outputs include increased passenger traffic of residents, increased passenger traffic of non-residents, and increased expenditures on maintenance and general expenses. Those increased expenditures and strengthened airport regulations would strengthen airport management. Each of those outputs, along with the initial output of the increased number of flights would lead to removing the constraints to air traffic and establishing an independent and secure link to the regional and global economy. This would include greater access to regional and international markets. The removal of this restraint would lead to many outcomes. These outcomes are increased capacity and efficacy for passengers, and increased expenditure on tourism services by non-residents. Increased number of airport providers and improved security and safety for passengers and cargo would each influence each other as outcomes, as well as bolstering increased capacity and efficacy for passengers. At the next level of outcomes, there would be increased revenues of firms servicing the airport and increased value added of cargo and passenger activities. Increased tourism income, increased employment in firms servicing the airport, and regional and international trade of goods. Private sector development would be the broader outcome from many of these activities, particularly those connected concretely to the airport and not the broader context. The overall impacts include job creation by the private sector and increased employment in the poor section, and economic growth, both of which would lead to poverty reduction. See p. 25 of the Evaluability Assessment provides a graphic elaboration of the program logic.

## Sampling

### Study Population

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This "evaluation" was only a desk review and evaluability assessment of the project.

### Sampling Procedure

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N/A

# Questionnaires

## Overview

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N/A, document review only

## Data Collection

### Data Collection Dates

Start	End	Cycle
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### Questionnaires

N/A, document review only

## Data Processing

No content available

## Data Appraisal

No content available